

The Times-Dispatch INDUSTRIAL SECTION

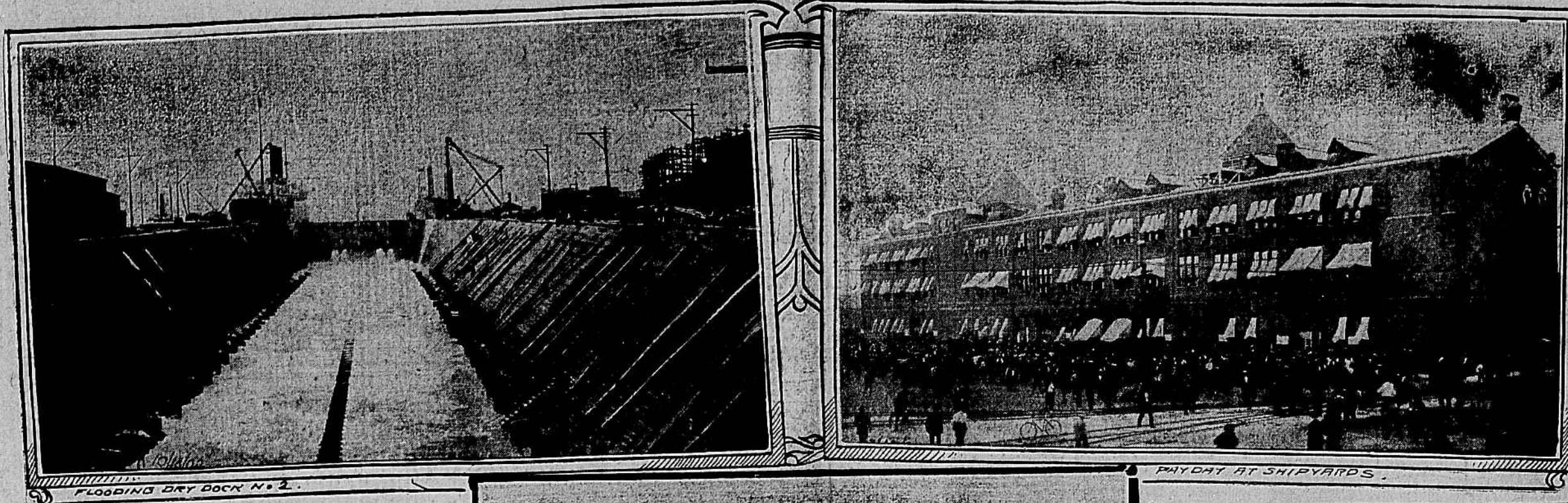
THE TIMES-DISPATCH FOUNDED 1886.
THE DISPATCH FOUNDED 1860.

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PRICE FIVE CENTS.

BUSY SCENES IN THE GREAT SHIPBUILDING PLANT AT NEWPORT NEWS



SIX THOUSAND MEN AT WORK BUILDING SHIPS

Plant at Newport News
Largest of Its Kind on
Western Hemisphere

21 VESSELS ARE
NOW UNDER WAY

Work on Hand Representing Six-
teen Million Dollars—New Dry-
dock Being Constructed
and Other Extensive
Improvements Be-
ing Made.

(Special to The Times-Dispatch.)

NEWPORT NEWS, VA., October 26.—One of the greatest industries in the South, and the largest of its kind on the entire Western Hemisphere, is the plant of the Newport News Shipbuilding and Drydock Company in this city. This plant covers about 150 acres of land, employs 6,000 men—more than half of the number being skilled mechanics—and has a pay-roll of about \$4,000,000 a year.

Twenty-one vessels, representing an aggregate cost of \$16,000,000, are now under construction at the yard. Among them are the giant 20,000-ton battleship Delaware, the armored cruiser North Carolina and Montana, the Mallory Line freight and passenger steamer Brazos, the Matson Line freight and passenger steamer Lurline, the Texas Company's oil tank Oklahoma, two big lumber steamers, two revenue cutters, three dredges, two tugboats and six steel barges. There is also a large amount of repair work on hand.

\$3,000,000 in Improvements.
Nearly \$3,000,000 is being expended at this time in new improvements at the yard, chief among which are a new 600-foot stone dry-dock, a large steel ship trestle, a two-story brick fireproof carpenter shop and sail loft combined, and a three-story, brick fireproof iron and tinners' shop.

The new dry-dock is rapidly nearing completion, and when it is opened the yard will have three large docks, capable of handling nine large vessels at one time. The largest of these is the 600-foot stone dry-dock, which will accommodate the giant Cunard liner Lusitania, while the other two can handle the largest steamers employed in the coastwise service. An average of about 200 vessels are docked in the two basins at the plant each year.

The new ship trestle is about completed, and will be opened up on November 1st. This trestle is 750 feet long, and two immense vessels, or four smaller ones, may be built under it at one time. There are two other ship trestles of the same size in the plant.

The two new shops increase the total number of buildings in the plant to twenty-five. The floor space of the buildings aggregate about forty acres. The largest of the shops are the machine shop, boiler shop, lumber shed, angle iron shop and joiner shop.

Eighty Vessels Built.
Since the company received its first contract, in 1891, it has completed and turned out eighty vessels; the total cost of which was about \$75,000,000. Among the vessels built here are the "Yankee" State of Virginia, Virginia, Louisiana, Minnesota, Illinois, Kentucky, the armored cruisers Maryland and West Virginia, the protected cruiser Charleston, the monitor Arkansas and the gunboats Helena, Wilmington and Nashville.

Twenty-two merchant steamships have been built at the yard. Among these are the giant Pacific liners Korea and Siberia, the Plant Line La Grand Duchesse, now the City of Savannah, twelve steamers of the El Cid type for the Morgan line, and a number of oil tankers and other freighters.

During the Russian-Japanese War the yard constructed six submarines for the Lake Submarine Torpedo Boat Company, and all of the vessels, except one, were sent to Russia. Among the other vessels were eight steam-tugs, six tugs, six barges, one dredge, five car floats and two ferryboat ten-

WEATHER KEEPS DRY; OFFERINGS SMALL

Farmers Unable to Get Their To-
bacco in Order for Sending
to Market.

OPENING PRICES ARE GOOD

Reports from All the Markets of
the State and North Carolina
Indicate Good Season.

(Special to The Times-Dispatch.)

Owing to very dry weather and the complete absence of anything like what the farmers call a "season," the deliveries of tobacco at the Richmond warehouses during the past week were limited, and the loose leaf sales were consequently small. Such as was delivered was eagerly looked after by the buyers, and on every pile that was in any way desirable the bidding was lively. The highest price was paid for the sun-cured stock. In fact, it is the unanimous verdict of the sellers that the market, so far as weather conditions have permitted it to open up, never showed better conditions. While it is true that very few goods of the better grades have yet shown up at the warehouse floors, the few that have come to light have furnished evidence that the Richmond tobacco dealers are anxious for the better stocks, and are ready and willing to pay outside figures for the same.

The warehousemen, who look after the interests of the farmers, are highly pleased with the exhibits so far, both as to quality of the tobacco offered and the prices paid by the buyers. The market, on the whole, has opened up well, and if a "season" will just come along so as to admit of the marketing of the sun-cured stock, a great deal of money will be distributed for the soothing weed.

THE DANVILLE MARKET.

Receipts Fairly Large and Offerings Reasonably Good.

(Special to The Times-Dispatch.)
DANVILLE, VA., October 26.—Messrs. Dillards Brothers give this review of the Danville market for the week: "The receipts this week have again been fairly large, notwithstanding there has not been any rain or soft weather, and the weather has been using pits or sprinkling their tobacco, in order to get the tobacco in condition to handle. This is very objectionable to the buyers, as the loss in weight by redrying is abnormal. The quality of the offerings ranges from medium to good in all grades except the fillers, which are medium to fine, and wrappers which are common to good. Common fillers and fine wrappers so far in the crop have been very scarce."

Prices have been remarkably firm, and do not appear to have been in the least affected by money conditions. Only one filler this week was there in tendency to easier prices. This was only temporary, and was followed next day by renewed vigor. Prices seem now to be well established, and nearly all the buyers are in the market taking their usual proportion of their different grades, appearing not to anticipate any decline in the near future, if at all.

There has been considerable trading going on in both old and new redried stocks, and there are many inquiries for old stock, of which the market has been a good season. The weather has been exceedingly dry, with no rain for nearly three weeks.

As soon as there is a good "season," a large increase in offerings is expected, but up to this time sales have been too light to furnish quotations.

Such tobacco as has been offered has been of excellent quality, and has

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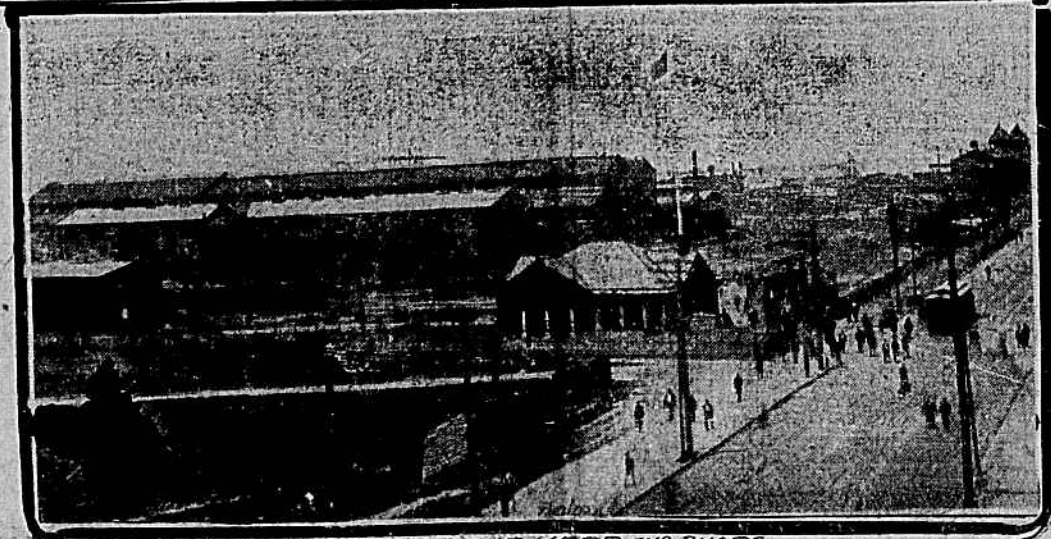
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LABOR AND CARS ARE BOTH NEEDED

Railroads and Coal Operators
Not Able to Cope With De-
mands of the Times.

MINES NEED MORE HANDS

(Special to The Times-Dispatch.)

BAITIMORE, October 26.—Interdependence of the many factors in American progress is emphasized in a discussion in this week's issue of the Manufacturers' Record by leading operators in the South of conditions surrounding the mining, transportation and marketing of coal. Few of them report a satisfactory situation, in spite of the fact that the markets for Southern coal, especially in the South and at points beyond the Ohio, in Ohio, Indiana and Michigan, is growing more rapidly than the output may reach the markets in some cases, and in others the prices paid by the buyers.

Some operators are confronted by a shortage of efficient labor, some by a shortage of transportation facilities and some by a shortage in both particulars. It is pointed out that the coal business doubles in every ten years, and that the present increase is greater than the ability of the railroads to meet its demands. Requirements for coal for consumption have gone beyond the point where the transportation companies may make deliveries, so that, even if all the operators could get the cars for filling their orders, the railroads could not handle the output.

One large operator has available a car tonnage only about 50 per cent. of what its orders and equipment would justify for the next four years.

Others, like some railroad managers, have been caught short of facilities for handling orders because they hardly dreamed of the rapid advancement which the country has made in the past few years. In some instances the very effort of the war, which has been a large proportion of the added facilities, and where there is sufficient trackage, there is either irregularity in the supply of cars or persistent shortages in the number of them, or cars full of coal or coke are congested at various points because of a lack of motive power.

Yet, too, in spite of the effort of the railroads to overcome the difficulties in the mining field, in which some operators have been fairly successful, they are hampered by the unreasonable time occupied by dealers in unloading the cars, seventy-two hours often being large in the way when twenty-four hours should suffice.

Even where the scarcity of cars, incidentally due to active fall business, has been a large factor, the industry has been able to overcome the difficulties in the money centers of the country have forced the transportation companies to certain orders for equipment and more serious inconveniences from lack of transportation are likely to follow. Such tobacco as has been offered has been of excellent quality, and has

been of excellent quality, and has

NEW TOWN DOWN IN NORTH CAROLINA

Denton Not Yet on the Map, but
It Is a Coming
Town.

INDUSTRIES ALREADY THERE

(Special From a Staff Correspondent.)

DENTON, N. C., October 25.—North Carolina is today regarded as the most aggressive State, industrially speaking, in the Union. There is more railroad building, notwithstanding the bad work of the politicians, in the Old North State, more town building, more factory building, more school house building, more good road building, and, in short, more progress and more industrial "get up and get" to be seen in this State than in any Commonwealth of the United States. This statement is made advisedly, and the blanket has not been stretched.

Towns are growing up as if by magic, and the town from which I am now writing is only a sample of what is going on in various parts of the State.

Not on the Map Yet.

An investigator will not find Denton on the map, because Denton has sprung since the map-maker got in his last work; but all the same Denton is here, and it is a live, energetic and progressive town of nearly a thousand people, with streets laid out, factories at work, others being built, a hotel in full blast, schools in operation, churches already built and others going up, a railroad depot, lively stables in operation, sawmills buzzing, ground being broken for a big cotton factory, and other enterprises getting under way, a bank organized and ready to open business, with ample capital, as soon as a home can be built.

Denton is the child of a new railroad, The Carolina Valley Railway has been completed from Thomasville, a distance of twenty miles. As soon as the Legislature and the Corporation Commissioners and the politicians get "safe and sound" on the railroad subject (and they will do that in North Carolina very soon), the road will be extended on the one side to Wadesboro, there to connect with the Seaboard Air Line and the Atlantic Coast Line, and on the other side to High Point, thence to Winston-Salem, connecting there with the Norfolk and Western and the Southern. It already connects with the Southern at Thomasville.

Good Schools and Churches.

Denton already has five working establishments, among them a large planing and sawmill, a spoke and handle factory, two factories making knockdown chairs, a shuttle block factory, and a roller flouring mill. There are located here seven retail stores, two wagon shops, a large livery and sale stable, and a nice and well-kept little hotel. The Denton High School is quartered in a splendid building erected for the purpose, and a thoroughly competent corps of teachers is in charge. The very first thought of the people of the new town was to provide ample school and church facilities, and already there are three church organizations in the town—a Protestant Methodist, a Methodist Episcopal Church, South, and a Baptist church. In a short while a Presbyterian church will be added.

Won Many Prizes.
LAUREL, ORANGE COUNTY, VA., October 26.—Ed. Somers, of Somerset, is highly excited by his success with the State Fair, in which he won many prizes, and says the fair was a grand success. His hog and poultry ranch is of national reputation.

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NEWS OF REAL ESTATE AND ABOUT BUILDING

BUILDING CODE TO PROMOTE SAFETY

Law for Richmond Indorsed by
Board of Fire Under-
writers.

FILLS GAP IN STATUTES

All Contractors to Have Plans
Approved Before They
Can Erect.

The proposed building code as submitted by the Building Inspector to the Common Council will provide for the construction, equipment, alteration and repair of buildings or structures likely to be erected and concerning the condemnation, removal or demolition of existing buildings deemed to be unsafe. In fact it has been the aim of the inspector to compile a code which will provide for every contingency that may arise hereafter in the building business. The code follows in all its essentials the Building Code of the National Board of Fire Underwriters, with the necessary modifications to meet local conditions. One of the most important parts of the code, and which is of general interest, are the preliminaries governing the filing of applications and the issuance of permits thereunder. The issue of procedure is described in the language of the code as follows:

Must Secure Permits.

"Before the erection, construction or alteration of any building or part of any building, structure, or part of any structure, or wall, or any platform, staging or flooring to be used for standing or seating purposes, and before the construction or alteration of the structure or premises is commenced, the owner, agent, architect or builder employed by such person, in connection with the proposed erection or alteration, shall submit to the building inspector a detailed statement, on application blanks to be furnished by the building inspector, accompanied by two sets of specifications and such structural detail drawings of said proposed work as the building inspector may require."

"All plans, specifications, detail drawings, etc., which may be necessary to complete and fully set forth any application shall be prepared and paid for by the owner; and the erection, construction, or alteration of said building, structure, wall, platform, staging, or flooring, or any part thereof, shall not be commenced or proceeded with until said application, statements, plans and specifications shall have been so filed and approved by the building inspector; and the erection, construction or alteration of such building, structure, platform, staging, or flooring, shall be proceeded with, shall be constructed in accordance with such detailed statement of specifications and copy of plans as approved by the building inspector."

"No person shall erect, construct, alter or repair any building, structure, wall, platform, staging, or flooring, or any part thereof, without first obtaining the approval of the building inspector, and the building inspector shall be authorized to prevent the building inspector from granting his approval for the erection of any part of a building, or any part of a structure, where the plans and detailed statements have been presented for the same before the entire building or structure have been submitted."

The code then goes on defining different classes of buildings from a private dwelling to an office-building. The classes of frame buildings are then gone into from a wood-frame, covered with metal to buildings sheathed with boards or veneered with brick or stone. Materials to be used in buildings are next gone into very elaborately, and under this head brick, sand, lime, mortar, cement-mortar and lime and cement-mortar, cements, tests of cements, concrete, masonry, wrought iron, steel, cast steel and cast iron are specifically described. Excavations follow this section with instructions as to

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Activity in City Property
is Largely Dependent
Upon the Crops.

SMALLER PROPERTY
CONTINUES ACTIVE

Owners of Richmond Realty
Holding for Stiff Prices—Trans-
actions for a Week Num-
erous, but Small in the
Aggregate—Building
Shows No Decrease.

After all that may be said about manufacturers, etc., Virginia is an agricultural State, and all business, even the city real estate business, hinges on the crops. Real estate agents are not a little worried about the dullness in their line; but why should they be? It all depends on crops at last. The Virginia crops are from six weeks to two months late this year. October has been the harvest month. Instead of late August and all of September. The flush times come along after the harvest month. According to the theory of November and December will be the flush times for this year. This rule applies to city real estate as well as to other lines of business.

An Agent Sees It.

To illustrate: A real estate agent yesterday said to a Times-Dispatch representative: "I have some good property to sell which a wholesale merchant has become very much interested in. His books show that he has made something close to \$10,000 this year, but it is on the books. Collections are slow because the crops were late this year."

The accounts of the usual collection up in October will not be in hand until the last of November or the first of December. Why? Simply because crops of all kinds were that much behind this year. It was his purpose, and is yet, to invest his profits for the year in real estate. The books show he has made the money to so invest, but for the reasons already set forth that money is not in hand. There is no doubt that it will be, but it is a little late, and when his collection begins to come in I will sell him the property. So you see I am not at all troubled about the present dullness. The thing will even up before Christmas."

Transactions of a Week.
The real estate transactions for the past week, like those of many previous weeks, show that the bulk of the inquiry is for small and cheaper property.

Any house and lot on the market that will sell from \$2,500 down will find a ready and anxious buyer, and anything of that class that may be for rent will find a dozen applicants, and find them in very short order.

The sales for the past week were confined largely to the lower-priced residence property, and even these were not as numerous as they would have been had there been more property of that kind on the market.

The truth is that the supply of the cheaper grades of homes is not equal to the demand. This fact has been evident for some time past. It may be that there is a sufficiency of this class of property for sale, but the owners are holding out for fancy figures. Real estate agents complain that holders of such property have their ideas inflated, and some of them are disposed to blame the newspaper men for a little for the trouble.

They say the papers have been harping along this line so much that owners have begun to believe that a gold mine rests under the floor of every cheap house in the city, and they have advanced their figures accordingly, getting far beyond the paying powers of the average seeker after a small home. It must be said that the newspapers have been simply stating the facts. There is an active demand for the lower-priced home, and no such property remains unsold long after an agent puts it before the public—that is, if his figures are not fanciful.

The total sales for the past week amounted to less than \$25,000, and was largely confined to small and cheaper

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